

Off Highway Vehicle License Fund Grant Application Packet

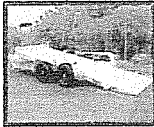
October 31, 2014

Submitted by the Central Coast Motorcycle Association
www.centralcoastmoto.com
P. O. Box 4942
San Luis Obispo, CA 93406

Division of California Trail Users Coalition
www.ctuc.org
3550 Foothill Boulevard
Glendale, Ca
91214

Please contact: Bruce Whitcher
User501968@aol.com
805459-7111

(Equipment Purchase)



Trailer



Sheep Foot
Roller



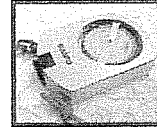
Berm
Buster



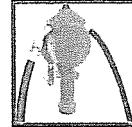
Slope Board



Tine
Harrow



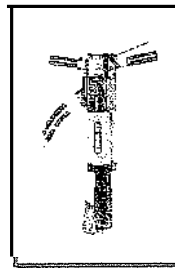
Clinometer



Refueling
Pump



Trimble Juno



Stanley hydraulic hammer

Off Highway Vehicle License Fund Grant Application Packet

1. Date of Application: October 31, 2014

2. Applicant

Central Coast Motorcycle Association
P. O. Box 4942
San Luis Obispo, CA 93406
Contact: Bruce Whitcher 805-459 7111
C/o California Trail User's Coalition
3550 Foothill Blvd.
Glen Dale, CA 91214

See attached verification of non-profit status.

3. Project title – Equipment purchase – Trailer and Accessories for Sutter Trail Tractor, trail maintenance equipment.

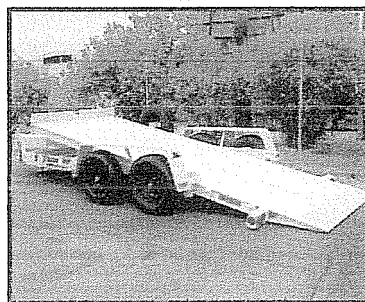
4. Amount of funding requested: \$44,474

5. Complete project description

This application requests funding for the purchase of a trailer, tie down chains with binders and accessories (Sheep foot roller, Berm Buster, Slope Board) for a Sutter trail tractor for use on the Pozo La Panza OHV trail system. The funding would also allow the purchase of hand held GIS computers for conducting trail surveys and trail maintenance equipment.

CCMA (Central Coast Motorcycle Association) acquired a trail tractor through a combination of a 2013 County Off Highway Vehicle License Fund Grant and a 2013 Federal Highway Administration RTP (Recreational Trails Program) grant. The trail tractor is a heavy-duty *wit* weighing 8700 lbs. A club member had planned to use ~~the~~ existing personal trailer to transport the tractor; however the tractor manufacturer (Sutter) has strongly recommended a higher load capacity trailer.

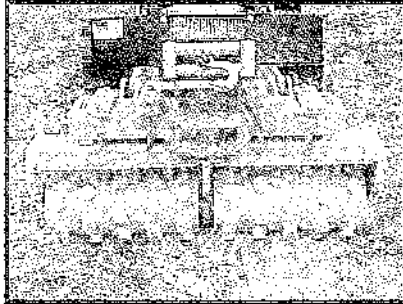
Trailer



A heavy-duty trailer would be capable of carrying dozer attachments, supplies and the Sutter dozer. The trailer quoted by Sutter Equipment Co. includes DOT (department of transportation) rated tie down chains and binders.

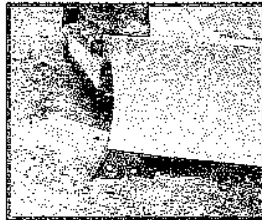
The Sutter trail dozer is a highly versatile machine ideal for construction and maintenance of trails. Sutter Equipment Co. manufactures several attachments that make the trail dozer even more useful and efficient.

Sheep Foot Roller



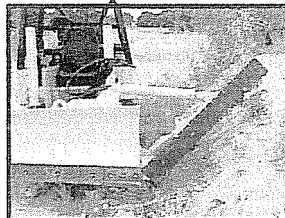
The most important attachment is a sheep foot roller. This connects directly to the rear of the dozer, it can be raised or lowered to apply the desired down force and is used to compact the soil in the trail tread area. Compacting the soil greatly improves the durability of newly constructed trail features such as the rolling dips used to control water erosion. The dozer itself creates some compaction, however, it is very difficult to get good soil compaction across the entire trail tread width using the dozer alone.

Berm Buster



Another useful attachment is the Berm Buster. A Berm Buster can be attached to either side of the main dozer blade and is used to remove the "berm" (built up ridge of soil) that naturally forms next to the main trail tread area as the trail is used. It is good practice to remove the berm on the down slope side of trails that traverse hillsides. Removing the berm helps prevent trail tread erosion by allowing water to flow off the side of the trail.

Slope Board



Another important attachment is the Slope Board. The Slope Board can be attached to either

side of the main dozer blade and is hydraulically adjustable from shallow to steep angles relative

to the main blade. The slope board is primarily used to grade the upslope side of trails so that the trail side contour blends with the natural hillside slope. This helps prevent the hillside from sloughing (sliding) off onto the trail tread area. The Slope Board can also be used to add banking to trail corners, banking helps to minimize wheel skid in corners and can create a natural flow to the trail. Excessive wheel skid contributes to rapid trail tread erosion.

Tine Harrow



The Tine Harrow can be pulled behind a dozer or ATV. It is used as a finishing tool to smooth and blend the surface of recently constructed features like rolling dips. It can also be used for interim trail maintenance for grooming (smooth small trail bumps and irregularities).

Additional trail maintenance equipment

1. Hand held GIS capable mini computers, 2 units, cost \$3500.00

Trimble Juno



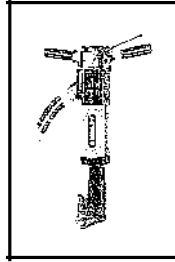
The CCMA has identified a need for professional grade GIS hand held units with integrated digital cameras. These must be capable of running the ARC-GIS software used by the managing agencies.

One of the tasks the CCMA performs is the monitoring of trail conditions. Baseline conditions are compared with current conditions for soil erosion, trail width and surface condition using photographs and GPS survey techniques. Monitoring is completed annually.

The CCMA has been using a variety of GPS units, cameras, and mapping software none of which are fully compatible. As a result data recording and record keeping are very time consuming and the capability for data sharing with the Forest Service and the State OHV Division is limited.

2. Portable rock hammer/drill and fence post driver, cost \$9500.00

Hydraulic rock hammer



Most of the trails on the system have rock embedded in the trail tread. In many locations embedded rock complicates the construction of erosion control features such as rolling dips. During storm events water causes erosion around the exposed rock and causes adjacent gully erosion.



Pine Mountain Trail - Exposed rock complicates construction of drainage structures resulting in erosion

The CCI has identified a need for a power hammer to remove embedded rock from the trail surface. Due to the remote location of the trails equipment must be compact and easily transported to the work site. In addition this equipment should be able to accomplish additional tasks such as driving fence posts, constructing retaining walls, and compacting soil for longer trail tread life.

The ideal equipment is a 70 lb hydraulic hammer with a portable hydraulic power unit. A similar air driven hammer requires a large air compressor that must be towed to the work site. This would not be possible in many locations.

Handheld Clinometer



Handheld clinometers are used to measure slopes (percent grade) of trails and trail water control features (rolling dips etc. They are an indispensable tool for constructing and verifying proper trails and water control features.

Refueling Pump



A refueling pump is used to transfer fuel (diesel) from a drum (30 or 50 gallon) to the dozer fuel tank. Drums of fuel are usually transported to remote work sites by a utility vehicle (side by side or 4x4 truck) to refuel the dozer. A refueling pump is an easy safe way to move the fuel from drum to dozer.

6. Objective of project

- o Purchase a Trailer and tie down chains with binders for transporting trail dozer and accessories to work sites.
- o Purchase accessories for the trail dozer.
 - ¶! Sheep foot roller
 - ¶¶ Berm Buster
 - ¶ Slope Board
 - ¶¶ Refueling pump
- o Purchase trail maintenance equipment
 - ¶¶¶ Tine Harrow
 - ¶¶ Handheld Clinometers
 - ¶¶ 2 GIS capable hand held computers
 - ¶¶ Rock hammer and fence post driver

7. Project completion schedule

Once grant funding has been approved an order would be placed with various suppliers including Sutter Equipment, Carson City, Nevada. Bids would be obtained and the lowest cost supplier selected. The units would be delivered to Santa Margarita. See the attached estimate. The equipment would be securely stored at Pozo Station.

The justification for purchase of the trailer, tie down chains and binders, Sheep Foot Roller attachment, Berm Buster attachment and Slope Board attachment, and other items is set forth in the project description. The trailer and dozer attachments will be used to help maintain the trail system that is utilized by Forest visitors for multiple purposes as described in the following paragraphs.

9. Number of persons served:

Use of the Pozo La Panza Trail System:

We estimate that the Navajo Flats staging area receives, at a minimum, 5000 and 7500 visits per year. This is based on traffic counter data collected by the Forest Service. Trail traffic counter data recorded during 2009 revealed that Burnout trail, which originates from the Navajo Flats Staging area, received approximately 10,000 trips. Red Hill Road, which provides access to the Navajo Flats staging area, received over 14,000 trips.¹

14% of "walk in" inquiries at the Forest Service office in Santa Maria were OHV related².

National Forest Visitor Use (NVUM) data was collected for Los Padres National Forest in 2009. Results are attached and can be verified by using the interactive web site found here: <http://apps.fs.usda.gov/nrm/nvum/results/A05007.aspx/Round2>. The Survey reports approximately 50 vehicles per day at the Turkey Flats staging area on the two days surveyed.³ Turkey Flats is a second staging area for the Pozo La Panza OHV area. NVUM survey data is not available for Navajo Flats.

OHV recreation is popular in San Luis Obispo County. San Luis Obispo OHV Registrations (green sticker) totaled 7,027 for a population of 253,600 (California Fuel Tax Study, 2006).⁴ OHV recreation is popular in the Western States. 17.6% of the population over age 16 has participated in OHV use. 12% of population is 16 or older.⁵ (Cordell et al., 2008.)

Alternatives:

Trailer

- a. Use personal trailer. As discussed in the project description a CCMA club member has a personal trailer that could be used, but that trailer is a medium duty unit and would be near its maximum capacity when loaded with the dozer. The trail dozer manufacture (Sutter Equipment) recommends a heavy duty trailer with a higher load capacity. Sutter has received reports of damage (bent frames, axels etc.) to lighter duty trailers when carrying the dozer

¹ Trail Counter Data, Santa Lucia Ranger District, 2005-2009- see Attachment B, Visitor Use Data

² Walk-in tally 2012, US Forest Service, Santa Maria District Office

³ Non-Proxy Results by Survey Day, National Visitor Use Monitoring, US Forest Service, 2009

<http://apps.fs.usda.gov/nrm/nvum/results/A05007.aspx/Round2>. Accessed Feb 2013.

⁴ Estimating the State Fuel Tax Paid on Gasoline Used in the Off-Highway Operation of Vehicles for Recreation: Survey Results, September 2006, Table 4.1, page 4-6. California State Parks.

lillO://o.1D¹ Jarks.ca.1filliLWll.?es/I 1-+0mles/fuel%. '0tax'0%20survev%20 rcQQJl.pd f

⁵ Off-Highway Vehicle Recreation in the United States and its Regions and States: A National Report from the National Survey on Recreation and the Environment (NSRE), February, 2008, H. Ken Cordell
Cnrter J. Betz, Gmy T. Green, Becky Stephens. USDA Forest Service, 2008.

http://www.fs.ted.us/recreation/programs/oh_vii_risRec_I_rpt.pdf

over rough roads to reach work sites. Many of the access roads used to reach the trails in the Pozo area receive only occasional maintenance and as a result are often quite rough.

- b. Rent a Trailer when needed. A higher capacity trailer could be rented on an as needed basis when the dozer needs to be moved. This alternative would add significant time and expense every time the dozer is used. It would be very difficult to estimate in advance trailer rental costs throughout the year if submitting a grant application to cover those costs. Further, an appropriate size rental trailer may not always be available when needed.

Sheep Foot Roller

- a. Do not purchase sheep foot roller. The trail dozer alone can be used to compact a trail surface to some degree. Generally this approach is inferior to the use a compaction specific implement. A dozer compacted surface will wear/erode much quicker than properly compacted surface. Compacting the trail surface with the dozer would also take much more time than using the sheep foot roller attachment.
- b. Acquire a tow behind smooth roller. A smooth roller is available for, \$4800.00. The smooth roller is towed (pulled) behind the dozer and can be very difficult to maneuver on tight trails especially when the dozer must be backed up. The smooth roller is not as good for compacting various soil types as the sheep foot roller. The sheep foot roller provides the best compaction on the most soil types.

Berm Buster:

- a. Do not purchase berm buster attachment. The trail dozer can be driven closer the edges of the trail to eliminate berms. This can be effective but on steeper slopes adds significant safety risk. Soil on the down slope side of the trail can be displaced (give way) potentially resulting in dozer roll over.
- b. Remove berms using only hand tools. In some cases the berm buster attachment may not be appropriate or able to remove the berms and they would need to be removed by hand. Hand removal of berms can be very labor intensive and require much more time than removal by machine.

Slope Board:

- a. Do not purchase Slope Board attachment. Hillside trails can be left with a vertical wall on the uphill side of the trail and some trail segments do not have a side bank. Some soil types are quite stable and will not slough significantly onto the trail. When a side bank does slough onto the trail it is usually easy to remove if done promptly before it becomes compacted. This would require more frequent trail maintenance. In some cases it is desirable to have a certain amount of the side bank slough onto the trail. This can narrow a single track trail width and can add challenge to the rider experience. Corner banking, used to enhance the trail flow and reduce erosion from tire skid in corners, can be built up with the dozer blade without a slope board attachment. However, using only the blade takes much more time and requires higher operator skill.
- b. Uphill trail edges can be sloped (shaped) to reduce sloughing and blend into the natural hillside slope by hand. Corner banking can be built up by hand or "fine tuned" by hand after roughing in with just a dozer blade. As with manual berm removal this approach would be very labor intensive and take much more time than a dozer with a slope Board attachment.

Tine Harrow:

- a. Do not purchase Tine Harrow. Newly constructed trail features, rolling dips etc., can be blended by hand. However this method is labor intensive, takes more time and usually does not blend the trail tread as well as a tine harrow. Interim trail grooming can be omitted, however this leads to more frequent major maintenance and degrades the used experience.

Handheld Clinometer:

- a. There is no alternative to a Clinometer. It is an essential tool for proper trail maintenance (and trail design). The alternative would be to purchase Clinometers using funding from other sources such as personal or state OHV grant.

Refueling Pump:

- a. Do not purchase refueling pump. Gravity fueling systems are available, however they require drums to be turned onto their side and the drum must then be higher than the dozer fuel tank. The Sutter dozer fuel tank is mounted approximately 4 feet above ground level. Full fuel drums are quite heavy, tipping them onto their side and maneuvering them to a position higher than the dozer fuel tank can be physical challenging. There is also an increased risk of fuel spillage.
- b. Alternately, Fuel can be transported in 5 gallon containers and then poured directly from the containers into the dozer fuel tank. There is some merit to using 5 gallon containers; they can be manually lifted to fuel the dozer. However, the dozer has a 24 gallon fuel tank capacity, this would require 5 containers. It is often desirable to keep enough fuel at the work site to refuel the dozer multiple times. This could require as many as 15 5-gallon containers which rapidly becomes a logistical problem to transport and store that many containers.

Hand held GIS capable mini computers

The CCMA has identified several units that would facilitate our trail condition monitoring program. We are requesting the purchase of two units. We are providing the following four alternatives:

- a. Trimble Jtmo T41 hand held computer or similar units, including chargers and cables cost approximately \$1700.00 ea. These are the preferred units because they are very rugged, designed for outdoor use, and are fully compatible with ARC GIS software.
- b. Apple i Pad mini (32GB) tablet with wireless and G4 capability, or similar tablet computer, case, cables, and charger; approximately \$650.00 each. These units have less reliable GPS function and are not very rugged, but are much more compact than the standard iPads we are presently using.
- c. Garmin Montana 650T hand held GPS unit or similar hand held GPS unit- approximately \$650 including case and charger; These units lack GIS functionality but are usable with existing mapping programs. GPS information must be transferred to desk top GIS software for sharing with the managing agencies.
- d. The CCMA could continue to use its current combination of a single GPS camera, iPad, and Garmin Oregon hand held GPS unit at nominal cost but with less functionality.

Rock drill and fence post driver

- a. Equipment rental -units of this type can be rented for approximately \$1150/ month but no local rental company has them available. The closest rental source we identified is in Watsonville.
- b. Equipment purchase option #1 -hydraulic rock hammer, fence post driver, hydraulic power source, hoses and drill steels; cost is approximately \$9500.00.
- c. Equipment purchase option #2-gas powered rock hammer and fence post driver. Gasoline powered equipment is not as durable as hydraulic units, but they are highly portable and somewhat less costly. We are requesting a Rhino gas powered fence post setter, cost approximately \$1500.00; and a Cobra-Combi gas powered hammer drill with drill steels- approximately \$5000.00; Equivalent equipment may be purchased in this price range for an estimated total cost of \$6500.00

10. Long range plans and maintenance of the project

As is the case with the trail system as a whole, the trailer and dozer attachments and other equipment would be maintained using funding from a variety of sources including the CCMA, ground operations OHV grants from the State of California, San Luis Obispo County OHV grants. Estimated cost of maintenance is expected to average out to approximately \$500 per year (occasional repair/rebuild of attachments and trailer, plus new trailer tires approximately every 5 years.

- H. Description of land status, ownership, legal description, vicinity and site maps
Not applicable, equipment purchase.

12. Land owner authorization for the project

See attached letter of support from the US Forest Service. The trailer and dozer attachments (along with the Sutter trail dozer) will be used to maintain OHV trails on US Forest land.

13. History of condition and status of resource and expected benefits

There is no history of condition or status of the trailer, dozer attachments and other equipment as this will be a new equipment purchase.

The expected benefit of the trailer and dozer attachments is improved capability and efficiency in transporting the dozer and performing trail maintenance. The dozer attachments should reduce the time needed to perform trail work, improve the quality of the trail work, increase the durability/sustainability of the trail work, and improve the used experience by adding corner banking to give the trails a natural flow.

The benefits of other equipment to be purchased are included in the project description.

Copies of design plans etc. -see photos above

15. Detailed description and estimated costs

Hem	Description	Unit of Measure	Number of Units	Unit Cost	Cost
I	Trailer for transporting dozer	ea	I	\$10,400	\$10,400
3	Sheep Foot Roller attachment	ea	I	\$4,775	\$4,775
4	Berm Buster attachment	ea	1	\$250	\$250
5	Slope Board attachment	ea	1	\$5,795	\$5,795
6	Tine Harrow	ea	1	\$59	\$590
7	Clinometer	ea	2	\$18	\$360
8	Refueling Pump	ea	I	\$215	\$215
9	Trimble Juno T 41 Hand Held computer & Software	ea	2	\$1,750	\$3,500
10	Stanley 70 lb hydraulic rock hammer	ea	I	\$2,500	\$2,500
II	Stanley hydraulic portable power unit	ea	1	\$5,000	\$5,000
12	Hydraulic fence post driver	ea	1	\$1,500	\$1,500
13	30 ft hydraulic hoses and drill bits	ea	5	\$1,000	\$5,000
14	Est. tax & shipping	ea	I	\$3,989	\$3,989
15	Freight for Heavy Accessories	ea	1	\$600	\$600
16	Trailer Delivery Fee	ea	I	\$750	\$750
				Sub total	\$45,224
17	Administrative cost, 10% of sub total	ea	I	\$4,522	\$4,522
	Total				\$49,746
	Match; Volunteer transport of trailer	ea	1	-\$750	-\$750
18	Match; Volunteer for administrative costs	ea	I	-\$4,522	-\$4,522
19	Total less match (total amount requested)			Total	\$44,474

16. Amount of match funds, materials, and volunteer labor designated for project:

Volunteer labor and vehicle will be used to transport trailer from the manufacturer. This will eliminate the transporting fee of \$750.00

Volunteer labor and resources will be used for all administrative costs associated with the project this will eliminate the allowable amount of 10% of the requested funding equal to \$4522

Total match value: \$5272.00 (approximately 11% match).

17. Experience of applicant in completing similar projects

2009 - The Central Coast Motorcycle Association :first applied for San Luis Obispo County OHV License funds in 2009. The CCMA was awarded \$15,000 to complete trail maintenance and \$10,000 for specialist surveys needed to complete planning for the Navajo Flats Project. The trail maintenance was successfully completed by the California Conservation Corps and CCMA in April of 2009. The Navajo Flats Plan was completed by the US Forest Service in 2012 as the first phase of the current Navajo Flats Improvement Project.

2011 -The Central Coast Motorcycle Association was awarded \$25,000 from the SLO County OHV License Fund for trail reconstruction. Work was completed on the Mare Springs trail in May 2011 by the CCC with the CCMA providing construction materials and logistical support.

2012- The Central Coast Motorcycle Association was awarded \$25,000 from the SLO County OHV License fund for a two phase project that would include phase 1, flagging of trail reroutes, followed by phase 2, environmental surveys necessary to study the reroutes for construction. The reroutes were flagged in during May-June of 2013. Monthly conference calls have been held with the consultant and the Forest Service. Preliminary biological surveys have been completed and the Forest Service is preparing to open scoping for the Environmental Assessment.

2013- The Central Coast Motorcycle Association was awarded \$41,000 for furnishings for the Navajo Flats Improvement Project and \$8000 for development of the Turkey Flats Concept design through the San Luis Obispo County OHV Grants program. Both projects have been completed. In addition the CCMA received a Ground Operations grant for trail and facility maintenance from the State OHV Division grants program and \$19,000 from the Recreational Trails Program, also for the Navajo Flats Improvement Project.

2014 -The Central Coast Motorcycle Association was awarded:

\$23,090.04 for restoration projects

\$41,000.00 for completing an Environmental Assessment for rerouting of 10 sections of OHV trail on the Los Padres National Forest

\$21,000.00 for the purchase of a trail dozer

18. Allowable Use Criteria and Grant Evaluation Criteria

Meets the criteria for Operation and Maintenance category because:

- a. It sustains existing off-highway motor vehicle recreation opportunities.
- b. Improves support facilities for motorized recreation as well as access to non-motorized recreation through trail maintenance.

Grant Evaluation Criteria:

- a. The equipment requested would be used 100% for sustaining or increasing off-highway motor vehicle recreation opportunities including motorized access to non-motorized recreation activities.
- b. Approximately 14% match of the project cost consisting of volunteer labor and resources (see section 15).
- c. Past performance in completing and administering grant project is good (see section 16).
- d. Benefit of project is estimated to be to more than 7000 people (based on county OHV registration records for 2006, see section 8).

12-JTE::<NWL REVENUE SERVICE
F. O. BOX 2508
CD1CIHN.1\TI, Oil 45201

DEPARTMENT OF THE TRE..L..SURY

Date: **APR 11 2003**

CALIFORNIA TRAIL USEF'S COJL..LITION
C/O CTUC
3550 FOOTHILL BLVD
GLENDALE, CA 91214

Employer Identification Number:
95-4690961
DLN:
17053053708053
Contact Person:
twliCHAEL A LUDWIG ID# 31470
Contacc Telephone Number:
(877) 829-5500
Our Letter Dated:
December 1998
Addendum Applies:
No

Dear Applicant::

This modifies our letter of the above date in which we stated that you would be treated as an organization that is not a private foundation until the expiration of your advance ruling period.

Your exempt status under section 501(a) of the Internal Revenue Code as an organization described in section 501(c) (3) is still in effect. Based on the information you submitted, we have determined that you are not a private foundation within the meaning of section 509(a) of the Code because you are an organization of the type described in section 509(a) (1) and 170(b) (1)(vi) (vi)

Grantors and contributors may rely on this determination unless the Internal Revenue Service publishes notice to the contrary. However, if you lose your section 509(a) (1) status, a grantor or contributor may not rely on this determination if he or she was in part responsible for, or was aware of, the act or failure to act, or the substantial or material change on the part of the organization that resulted in your loss of such status, or if he or she acquired knowledge that the Internal Revenue Service had given notice that you would no longer be classified as a section 509(a) (1) organization.

You are required to make your annual information return, Form 990 or Form 990-EZ, available for public inspection for three years after the later of the due date of the return or the date the return is filed. You are also required to make available for public inspection your exemption application, any supporting documents, and your exemption letter. Copies of these documents are also required to be provided to any individual upon written or in person request without charge other than reasonable fees for copying and postage. You may fulfill this requirement by placing these documents on the Internet. Penalties may be imposed for failure to comply with these requirements. Additional information is available in Publication 557, Tax-Exempt Status for Your Organization, or you may call our toll free number shown above.

If we have indicated in the heading of this letter that an addendum applies, the addendum enclosed is an integral part of this letter.

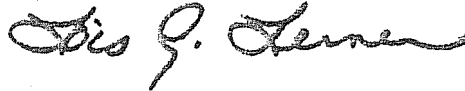
Letter 1050 (DO/CG)

CALIFORNIA TPAIL USERS COALITION

Because this letter could help resolve any questions about your private foundation status, please keep it in your permanent records.

If you have any questions, please contact the person whose name and telephone number are shown above.

Sincerely yours,

A handwritten signature in cursive script, reading "Lois G. Lerner".

Lois G. Lerner
Director, Exempt Organizations

Letter 1050 (DO/CG)

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Request for Taxpayer Identification Number and Certification

Clive Form to thrcJ
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send to the IP.S.

Name (as shown on your income tax return)
CTUC

Business name/disregarded entity name, if different from above
Central Coast Motorcycle Association - California Trail User's Coalition

Check appropriate box for federal tax classification:
☐ Individual/sole proprietor
☒ S Corporation
☐ S Corporation
☐ Partnership
☐ Trust/estate

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Certification

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3. I am a U.S. citizen or other U.S. person (defined below).

Certification Instructions. You must check out item 2 above if you have been notified by the IRS that you are currently subject to backup withholding because you have failed to report all interest and dividends on your tax return. For real estate transactions, item 2 does not apply. For mortgage interest paid, acquisition or abandonment of secured property, cancellation of debt, contributions to an individual retirement arrangement (IRA), and generally, payments other than interest and dividends, you are not required to sign the certification, but you must provide your correct TIN. See the instructions on page 4.

Sign Here Signature of U.S. person *Edward J. K. Patel* Date *1/27/2013*

General Instructions

Section references are to the Internal Revenue Code unless otherwise noted.

Purpose of Form

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Note. If a requester gives you a form other than Form W-9 to request your TIN, you must use the requester's form if it is substantially similar to this Form W-9.

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United States
Department of
Agriculture

Forest Service
Los Padres National Forest
Santa Lucia Ranger District

1616 North Carlotti Drive
Santa Maria, CA 93154
805-925-9538
TOO: 805-925-7388
FAX: 805-961-5781

Curtis Black
Deputy Director of County Parks
County of San Luis Obispo
1087 Santa Rosa Street
San Luis Obispo, CA 93408

File Code: 2350
Date: October 30, 2014

Dear Mr. Black,

The Los Padres National Forest is pleased to support the Central Coast Motorcycle Association (CCMA) and County of San Luis Obispo in submitting two grant applications, one for equipment purchase and a second for trail maintenance in support of the Off-Highway Vehicle (OHV) recreation program on the Santa Lucia Ranger District.

The first proposal for equipment purchase includes acquisition of a trailer, several accessories for a Sutter trail dozer, and other trail maintenance equipment. The CCMA is requesting \$35,600.00 for this acquisition.

The second proposal is to conduct trail tread work and drainage structure repair on two single track OHV trails (Howard's Bypass & Mare Spring) as well as various ATV (jeep trails (Powerline, Las Chiches, Pine Mountain, and Navajo Bypass)). If the planned work is completed and funding is still available other trail work will be completed on an as needed basis. The maintenance will be accomplished by various methods including hand work to be completed by Cal Fire Cuesta Camp crews and/or CCC (California Conservation Corps) crews, trail machine (CCMA Sutter dozer) and mini excavator (rental) with hired operators. CCMA volunteers using volunteer vehicles will provide labor and logistical support using a 4x4 pickup truck and trailer, side x side utility vehicle, etc. The CCMA is requesting \$35,000.00 for this purpose.

In previous years the CCMA has done an excellent job at coordinating trail work projects on the Forest and has been successful at maintaining trails for public use. A combination of state, county, and federal grant funding coordinated by the CCMA was an essential part of the planning and development of the Navajo Flats Staging area redesign project, successfully completed in 2013.

We look forward to continued leadership and project coordination between the CCMA, County of San Luis Obispo, and the Forest Service. Thank you for your efforts in providing ways to improve recreational activities on the forest.

Sincerely,

NATHAN L. REZEAU
District Ranger